

AUGUST 2019



**WIM #30
MN 61, MP 16.3
TWO HARBORS,
MN**

**MONTHLY
REPORT**



Your Destination...Our Priority



WIM Site Location

WIM #30 is located on MN 61 near Two Harbors in Lake county.

System Operation

WIM #30 was operational for the entire month of August 2019. Volume was computed using all monthly data.

System Calibration

WIM #30 was most recently calibrated on 2017-01-20. Table 1 summarizes the front axle weights of class 9s by lane ¹. Figure 1 shows the distribution of gross vehicle weights (GVW) in Class 9 vehicles at this site for the last 12 months of operation ². Figure 2 depicts the average front axle weight as a percent difference from the first full month following calibration.

Summary of Volume Statistics

Total Monthly Volume: 371714 | Passenger Vehicles: 352205 | Heavy Commercial Vehicles: 19509

Monthly Average Daily Traffic (MADT): 11905 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 629

See Table 2 for vehicle class breakdown

Passenger Vehicles (PVs) and Heavy Commercial Vehicles (HCVs)

Volume trends. NB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Tuesdays. SB vehicles typically reached highest volume levels on Sundays, with lowest volumes reported on Tuesdays (see Figure 3 and 4).

Passenger Vehicles (PVs)

Volume trends. On an average 24-hour day (see Figure 5), NB PVs generally reached peak volume levels between 02 PM and 04 PM. Similarly, SB PVs peaked in volume between 02 PM and 04 PM

Heavy Commercial Vehicles (HCVs)

Volume trends. On an average 24-hour day, HCVs traveling NB typically reached peak volume levels between 02 PM and 04 PM, while volume going SB peaked between 02 PM and 04 PM. See Figure 6. Out of all HCVs, the two highest traffic volumes were generated by Class 5's and Class 9's.

Overweight HCVs

Volume trends. Of a total of 19509 HCVs, 2985 of them were overweight ³. These overweight HCVs contributed to 0.8% of total monthly volume, and 15.5% of total monthly

HCV volume. NB overweight vehicles typically reached highest numbers on Tuesdays, with lowest volumes reported on Sundays. SB overweight vehicles tended to reach highest volumes on Tuesdays, with lowest volumes reported on Sundays. See Figure 3 .

The top two overweight violators by class were the class 9 and class 10 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 60.6% of all overweight vehicles traveling NB this month (see Figure 7 & 8). Figure 9 shows the number of vehicles exceeding 88,000 pounds that crossed the WIM over the last 12 months. The highest number of 88,000+ vehicles within the last 12 months occurred in March.

WIMs are currently used as a screening tool for weight enforcement, and it is estimated that the WIM scales can measure gross vehicle weights (GVW) within 90-95% of static weight scale measurements. Due to the possibility of measurement error, vehicles exceeding 10% of their legal weight limits (or 1.1 times their legal weight limits) are considered overweight in this report ⁴.

Using normal load limits ,674 NB vehicles exceeded 88,000 pounds (469 vehicles were Class 9's; 167 vehicles were Class 10's). Of vehicles traveling SB,

442 NB vehicles exceeded 88,000 pounds (376 vehicles were Class 10's; 41 vehicles were Class 9's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from August 2019.

Loaded vs. Unloaded HCVs. Figure 10 shows the GVW distributions of Class 9s and 10s in August 2019. Data suggests that there were greater numbers of fully_loaded Class 9's than empty Class 9's traveling NB, while there were more fully_loaded Class 9's than empty traveling SB. Data also suggests that there were more fully_loaded Class 10's than empty traveling in the NB direction. In the SB direction, there were more fully_loaded class 10 vehicles.

Freight Totals. A total of 146826 tons of freight was recorded to have crossed the WIM. More freight was shipped NB (57.6%) than SB (42.4%). See Table 4 and Figure 11 for more freight information.

####Infrastructure Considerations Bridge. Bridges No. 9341 and No. 9339, which are respectively on the NB and SB side of MN 61, are approximately 1.5 miles north of WIM #30. Bridge No. 9333 (a box culvert) is approximately 1.8 miles south of WIM #30. WIM #30 recorded a total of 371714 vehicles with a combined GVW of 2524200 kips (1 kip = 1,000 pounds = 0.5 tons) in August 2019. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

Pavement Design. A total of 16146 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 59.5% of all ESALs were recorded NB while 40.5% was observed SB. In particular, 49% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 12% of total GVW observed this month). See Table 6 and Figures 14-15 for more information on ESALs (Table 6 also provides flexible ESAL factors for each vehicle class using a terminal serviceability of 2.5 and a structural number of 5).

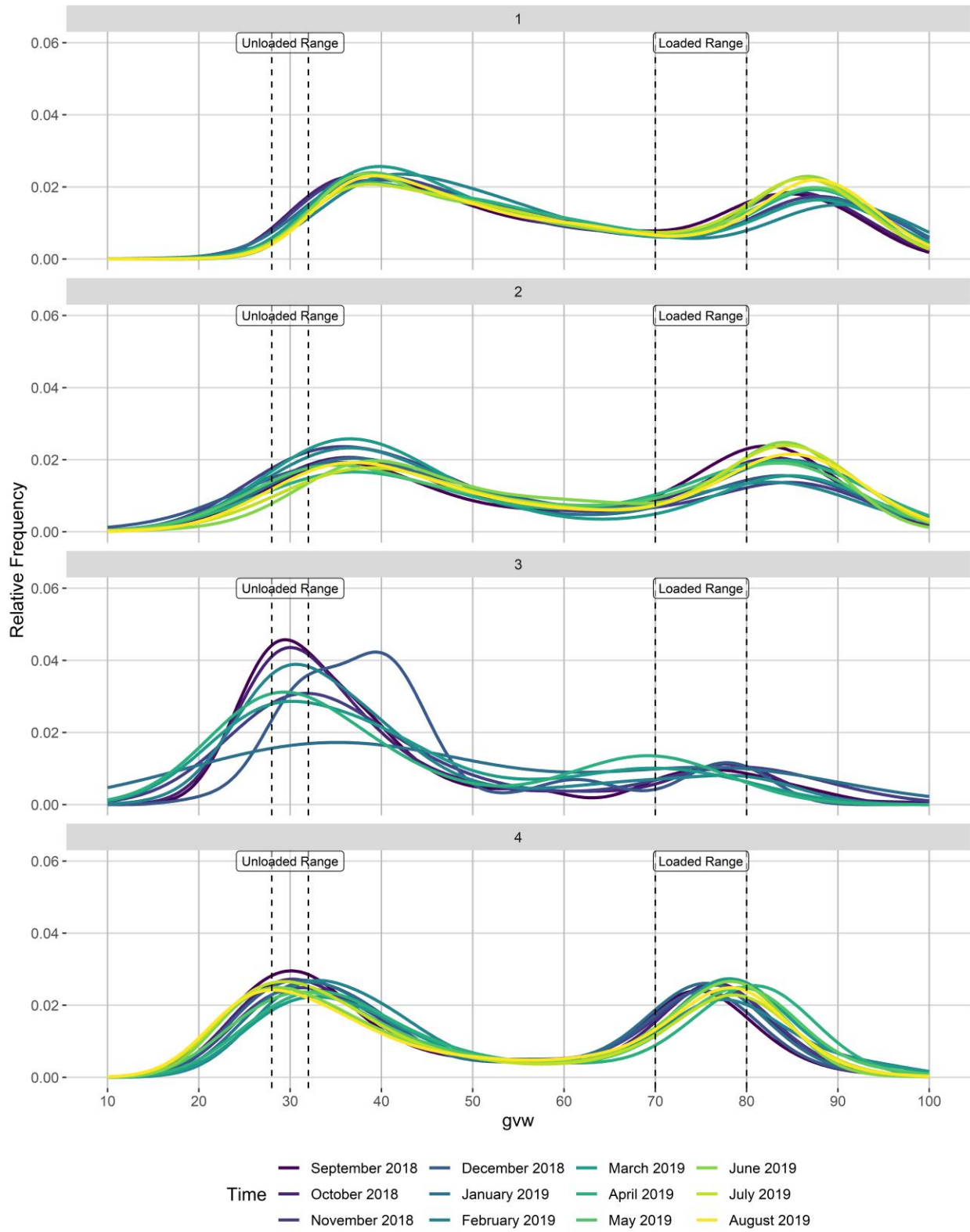
#####WIM monthly reports can be found at:

<http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html> MnDOT's vehicle classification scheme and vehicle class groupings for traffic forecasting can be found at: <http://www.dot.state.mn.us/traffic/data/data-products.html#weight>

- ¹ Front axle weights of Class 9s are monitored on a monthly basis to assure performance between calibrations. The current goal of the WIM scale calibration is to have each individual axle weight stay within a range of ±9% of baseline calibration values
- ² Previous WIM research indicates that unloaded Class 9s typically weigh 28-32 kips, while loaded Class 9s generally fall in the 70-80 kip range. More recent data from several WIM sites suggests that the unloaded Class 9 range may have moved a little higher over time (due to increased presence of sleeper cabs, etc.), although these ranges are also thought to be site-specific.
- ³ An HCV is considered overweight during normal load limits in this report if they satisfy any of the following 1) exceed a gross vehicle weight (GVW) of 80,000 pounds, 2) exceed any of the legal weight maximums on any axle configurations (legal maximums are: single axle = 20,000 pounds; tandem axles spaced 8' or less = 34,000 pounds; tridem axles spaced 9' or less = 43,000 pounds; quad axles spaced 13' or less = 51,000 pounds). Monthly reports use this standard regardless of the time of year however, the Winter Load Increase (WLI) allows a 10% across the board increase in axle and gross vehicle weights without a permit on US, state routes, and county roads. An HCV is considered overweight during Winter Load Increase(WLI) if they satisfy any of the following 1) exceed a gross vehicle weight (GVW) of 88,000 pounds, 2) exceed any of the legal weight maximums on any axle configurations (legal maximums are: single axle = 22,000 pounds; tandem axles spaced 8' or less = 37,400 pounds; tridem axles spaced 9' or less = 47,300 pounds; quad axles spaced 13' or less = 56,100 pounds). An overweight HCV is only included once in the overweight volume calculations regardless of how many of the aforementioned conditions are violated. For information on MN weight limit dates and statutes: http://www.mrr.dot.state.mn.us/research/seasonal_load_limits/sllindex.asp
- ⁴ For example, Class 9s and 10s can legally have gross vehicle weights up to 80,000 lbs (with the exception of permitted loads) during normal load limits. To account for measurement error on the WIM scales, those exceeding 10% of the legal GVW maximum (or 1.1 times the legal GVW) should be screened (e.g., 80,000 lbs + 8,000 lbs = 88,000 lbs). Similarly during WLI vehicles weighing 96,800 lbs should be screened.

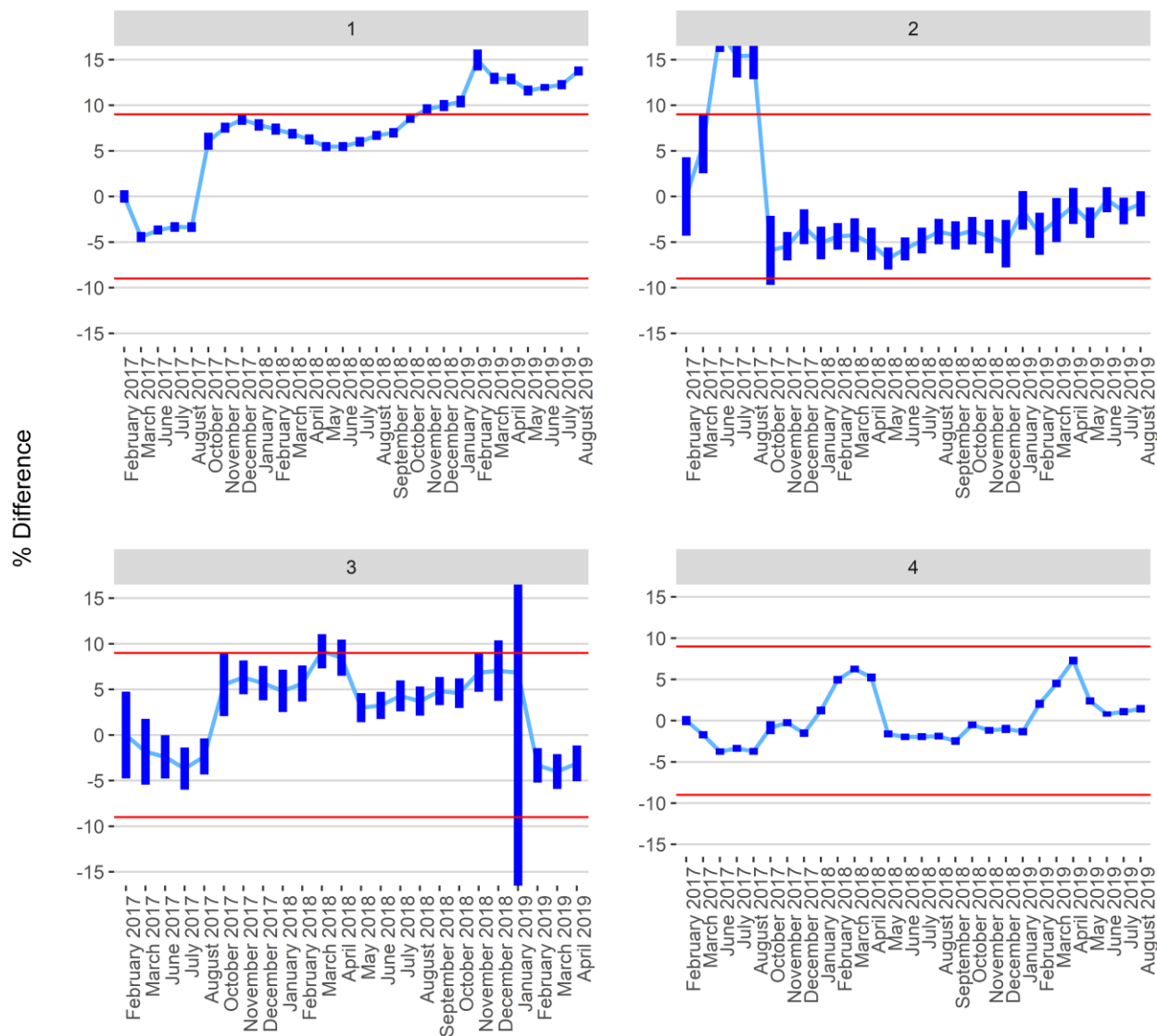
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Figure 1 - Monthly Class 9 GVW Histogram



Months that have not passed QC parameters are not displayed

Figure 2 - Percent Difference of Front Axle Weight from Last Calibration (+/- 95% CI)



Months that have not passed QC parameters are not displayed

Figure 2 - Average Vehicle Volume
vs. Day of the Week

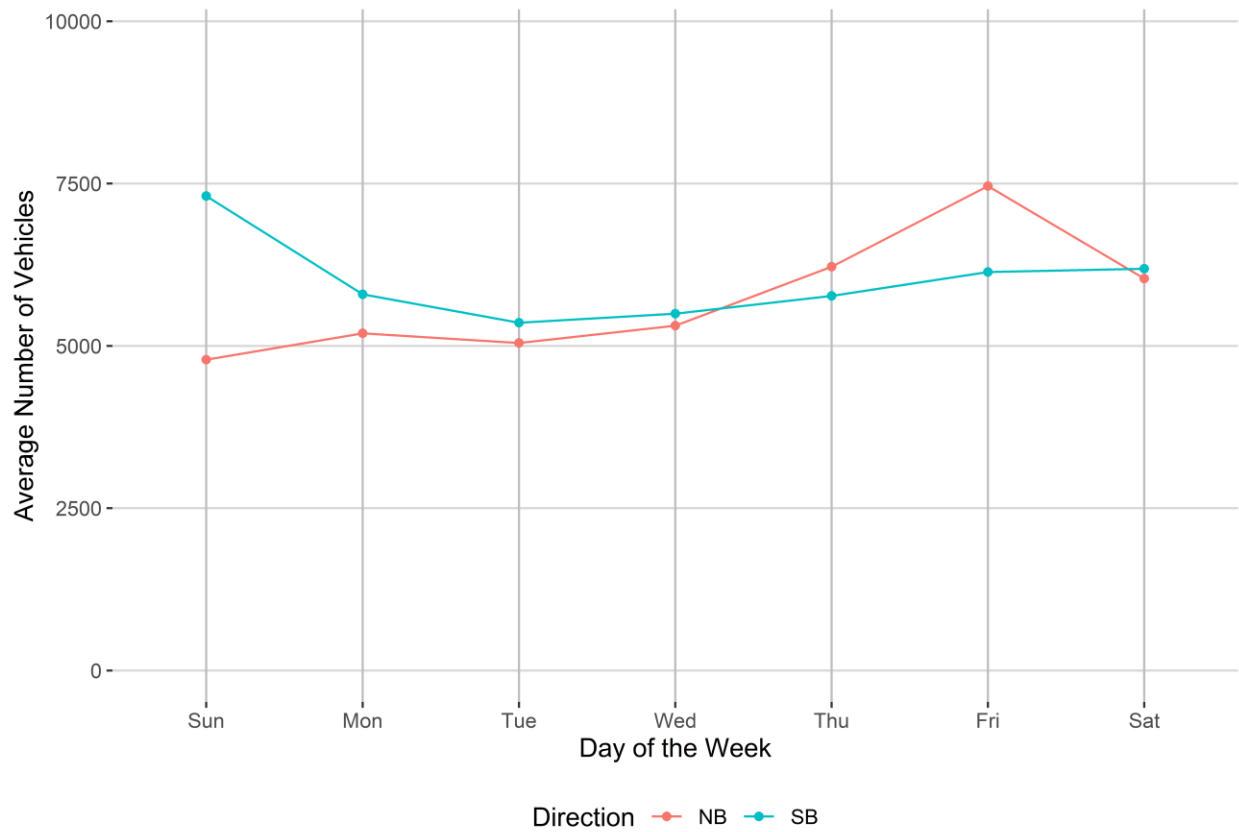


Figure 3 - Average Overweight Vehicle Volume
vs. Day of the Week

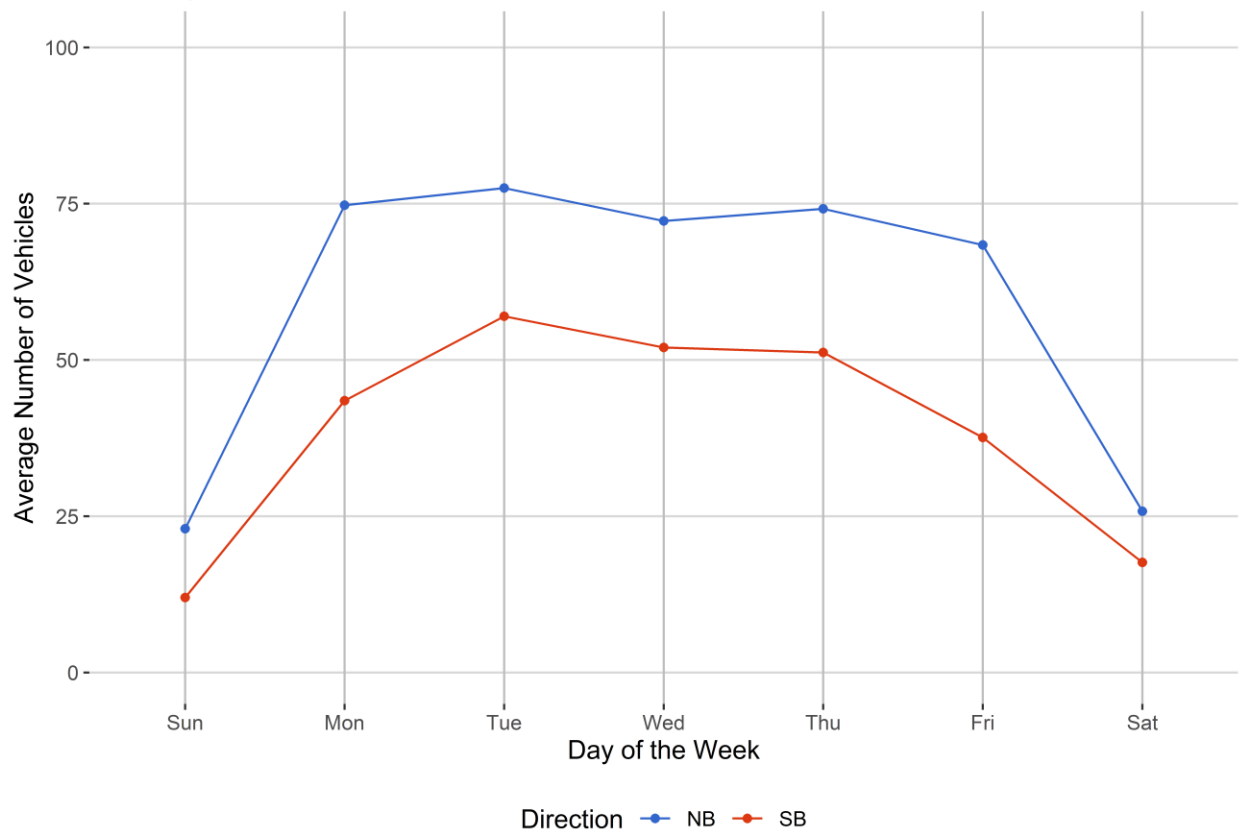


Figure 4 - Passenger Vehicles
vs. Hour of the Day

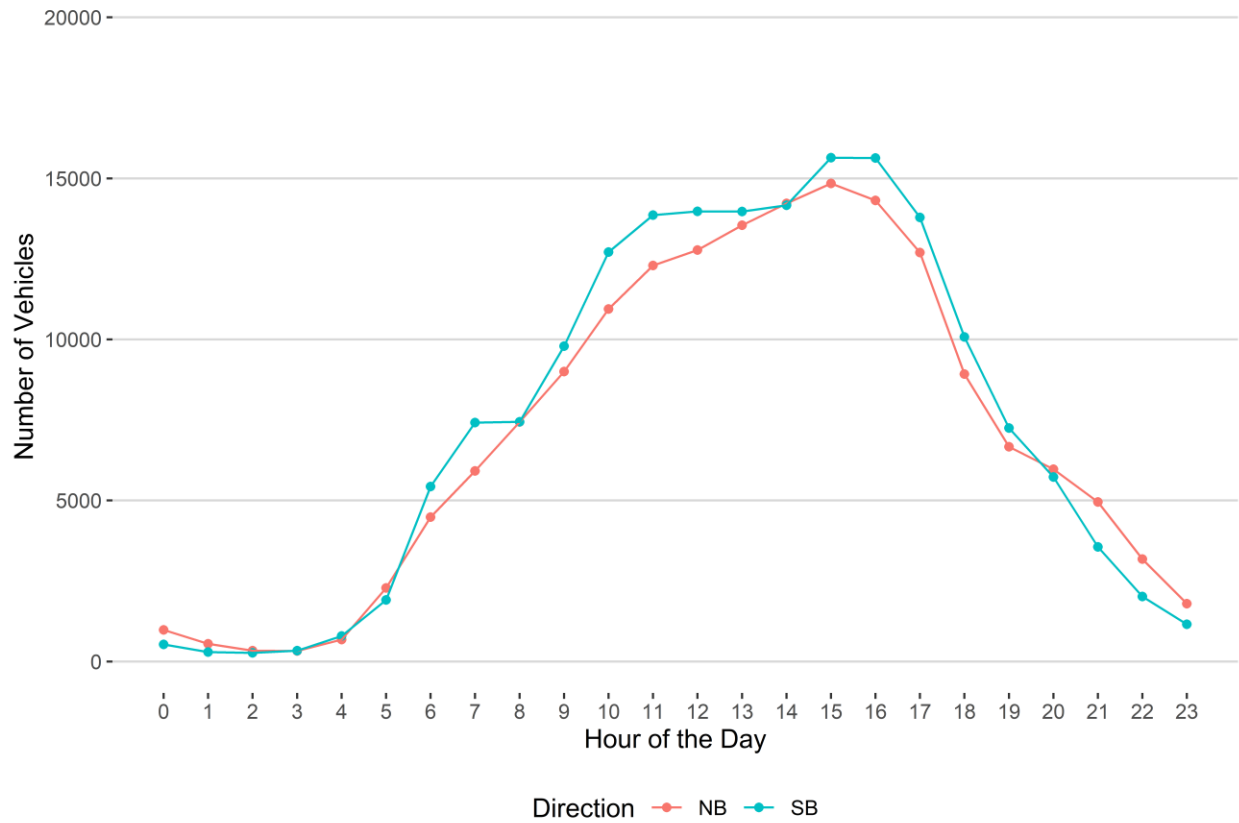


Figure 5 - Heavy Commercial Vehicles
vs. Hour of the Day

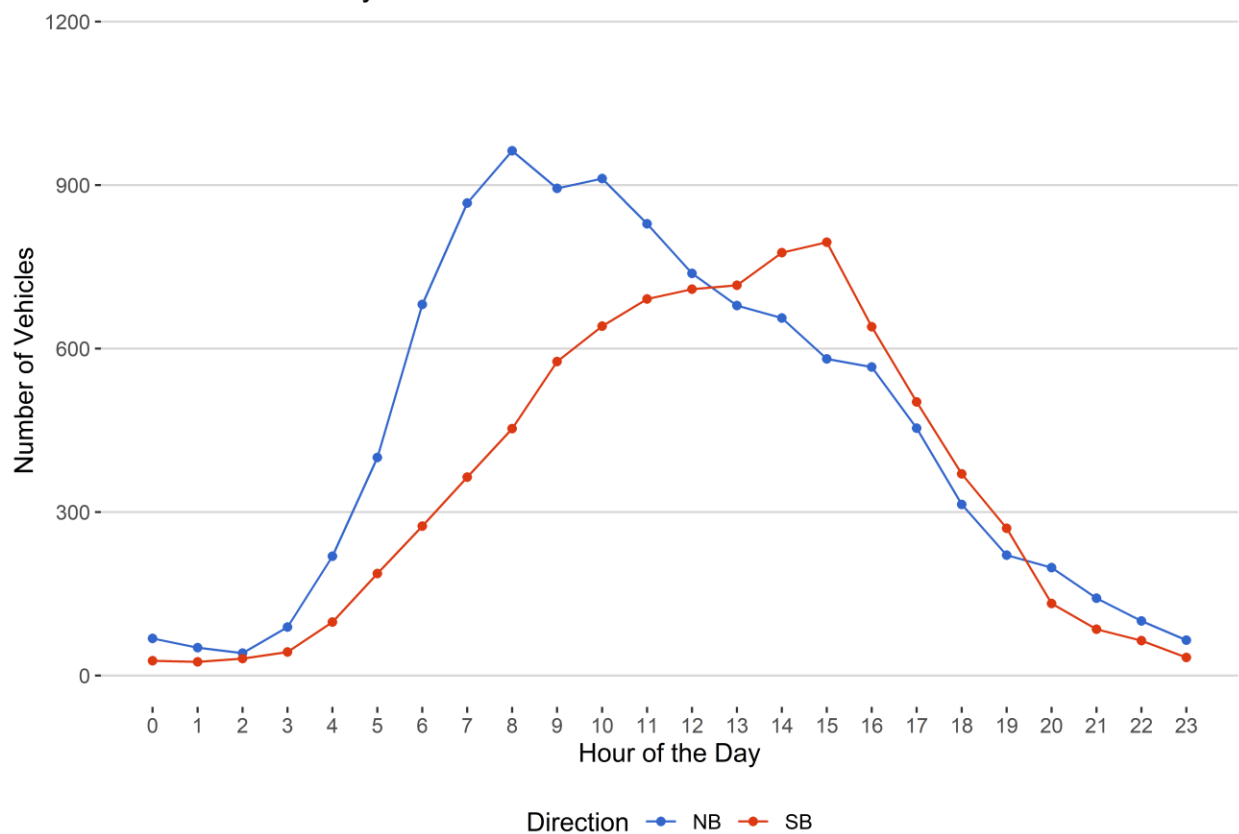


Figure 6 - Overweight Vehicles by Class
vs. Hour of the Day

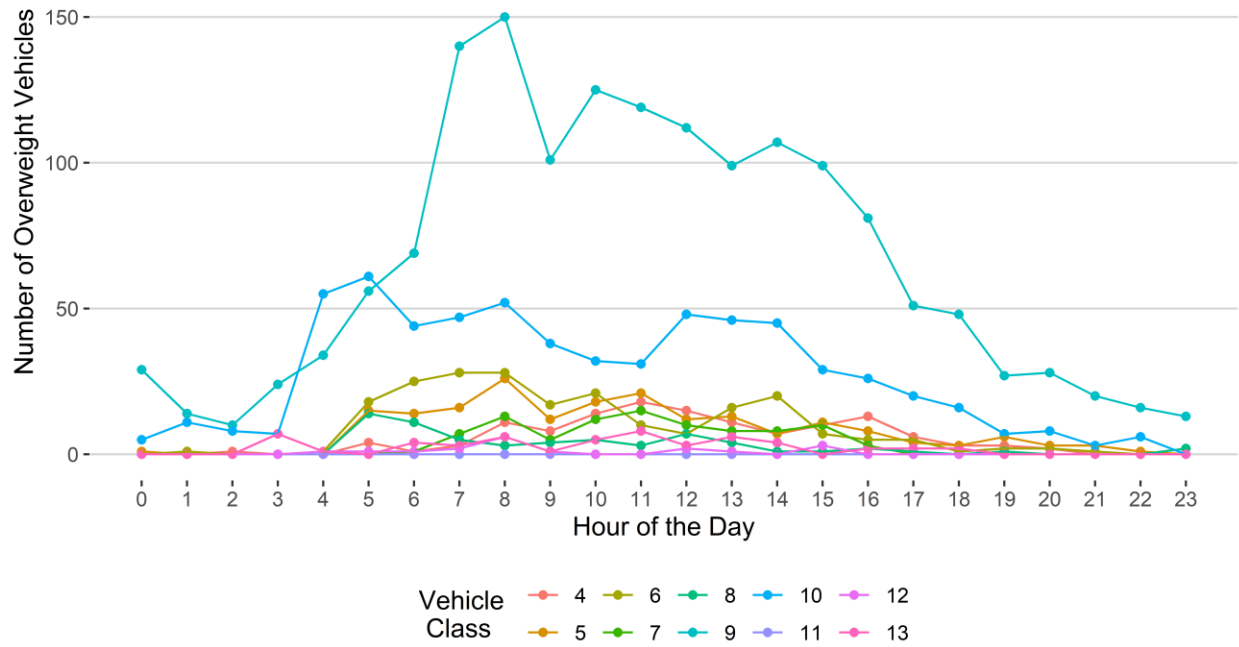


Figure 7 - Overweight Vehicles by Direction
Hour of the Day

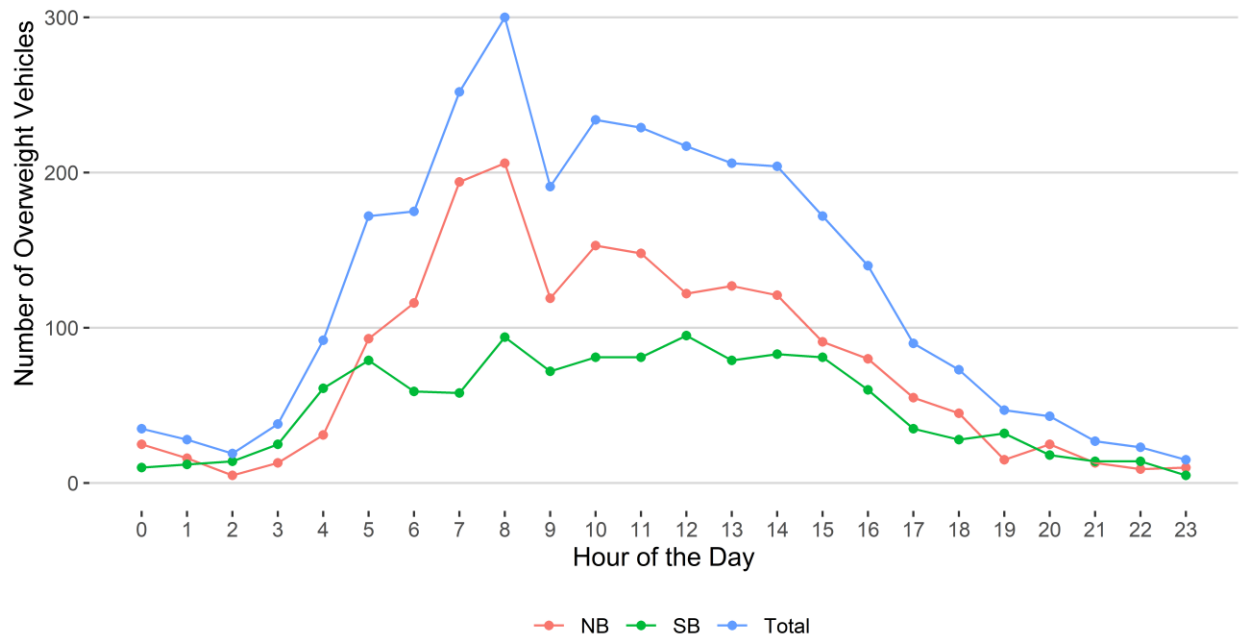
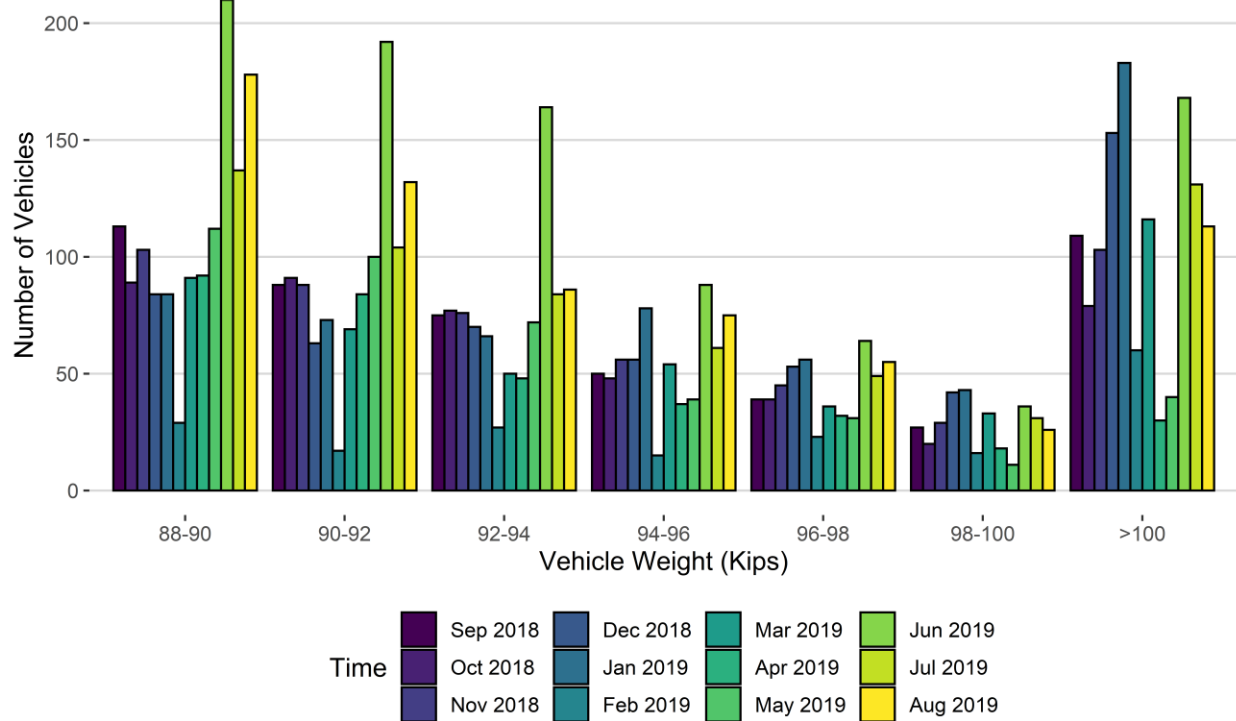
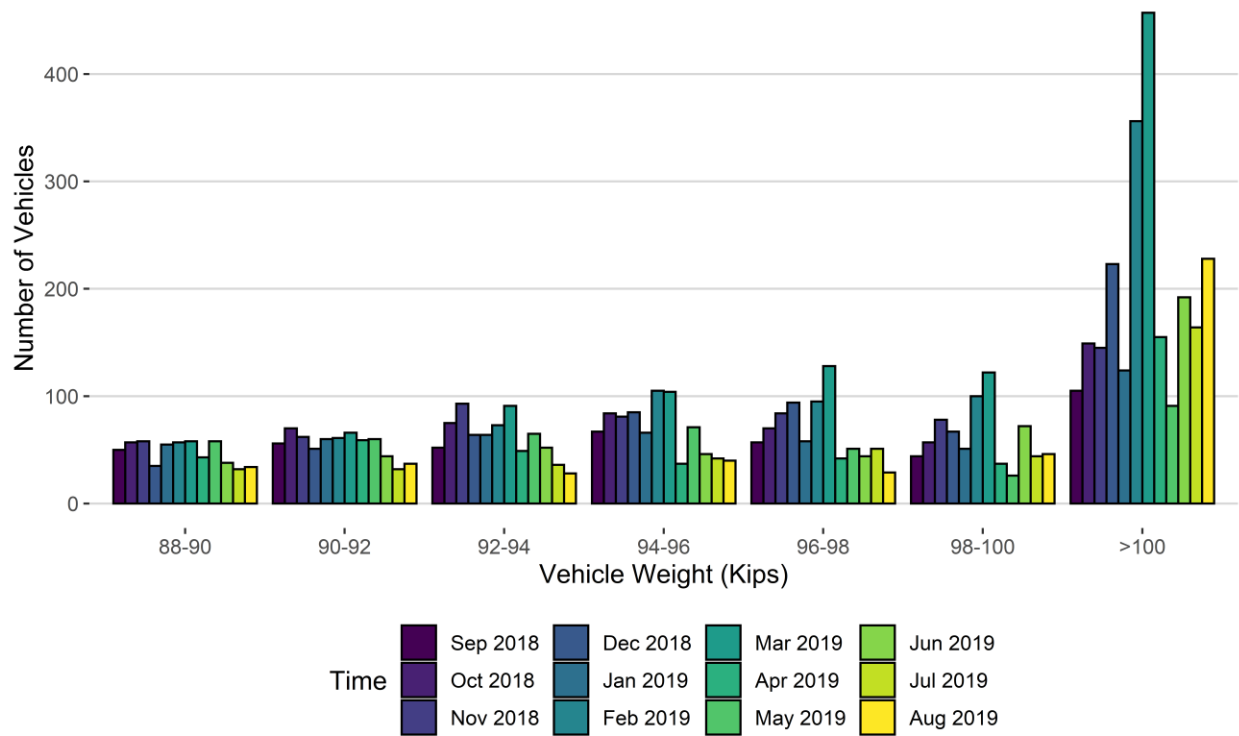


Figure 8 - Histogram of NB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019
88-90	113	89	103	84	84	29	91	92	112	210	137	178
90-92	88	91	88	63	73	17	69	84	100	192	104	132
92-94	75	77	76	70	66	27	50	48	72	164	84	86
94-96	50	48	56	56	78	15	54	37	39	88	61	75
96-98	39	39	45	53	56	23	36	32	31	64	49	55
98-100	27	20	29	42	43	16	33	18	11	36	31	26
>100	109	79	103	153	183	60	116	30	40	168	131	113
Total	501	443	500	521	583	187	449	341	405	922	597	665

Figure 8 - Histogram of SB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Sep 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019
88-90	50	57	58	35	55	57	58	43	58	38	32	34
90-92	56	70	62	51	60	61	66	59	60	44	32	37
92-94	52	75	93	64	64	73	91	49	65	52	36	28
94-96	67	84	81	85	66	105	104	37	71	46	42	40
96-98	57	70	84	94	58	95	128	42	51	44	51	29
98-100	44	57	78	67	51	100	122	37	26	72	44	46
>100	105	149	145	223	124	356	457	155	91	192	164	228
Total	431	562	601	619	478	847	1026	422	422	488	401	442

Figure 8 - Class 9's and 10's by Direction
vs Gross Vehicle Weight

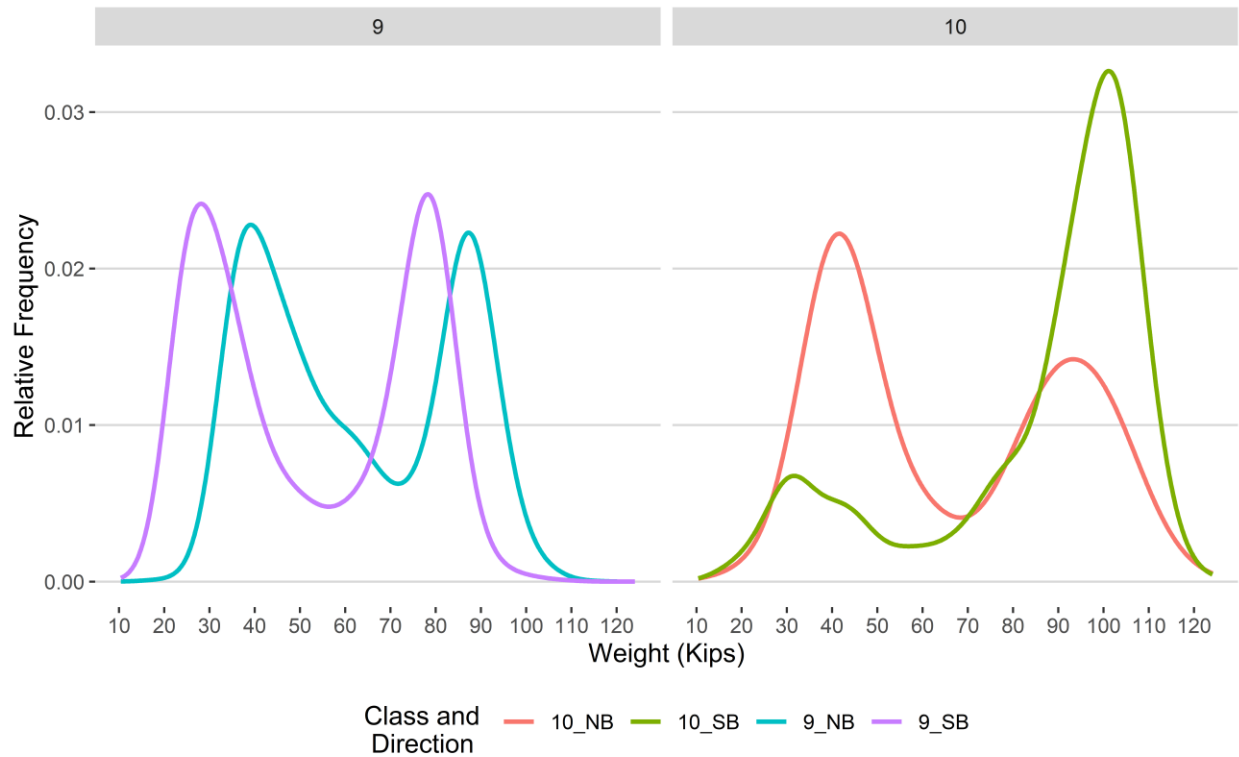


Figure 9 - Freight Percentage
by Direction and Class

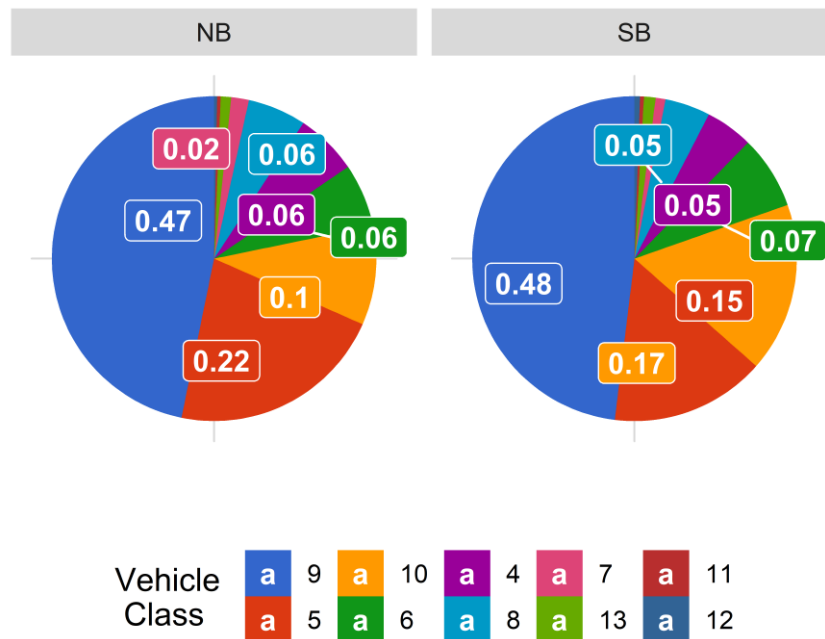


Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

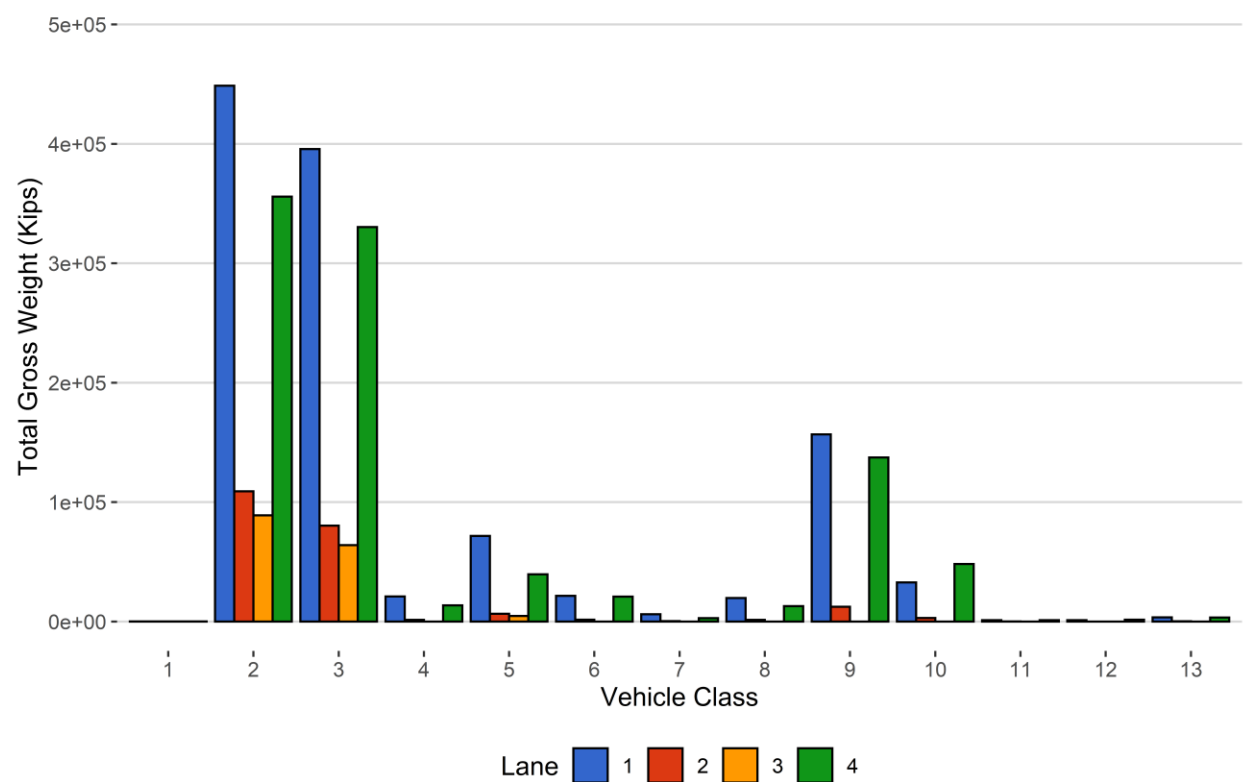


Figure 11 - Total Gross Vehicle Weight t

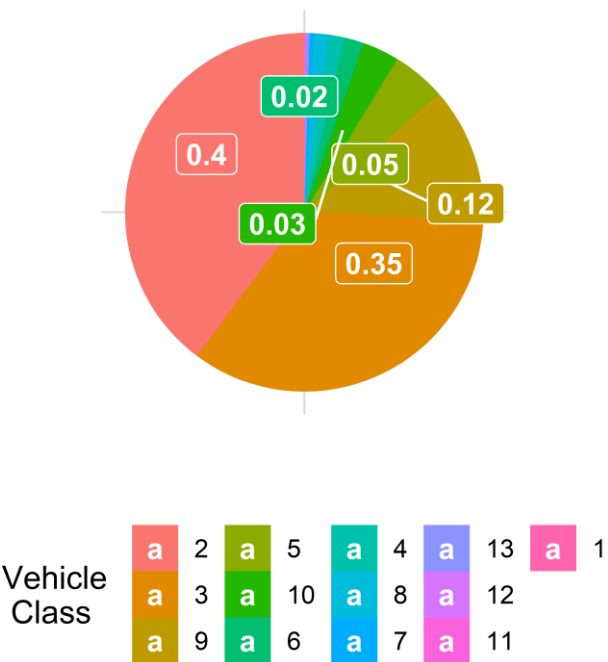


Figure 12 - Total ESALs by Class and Lane

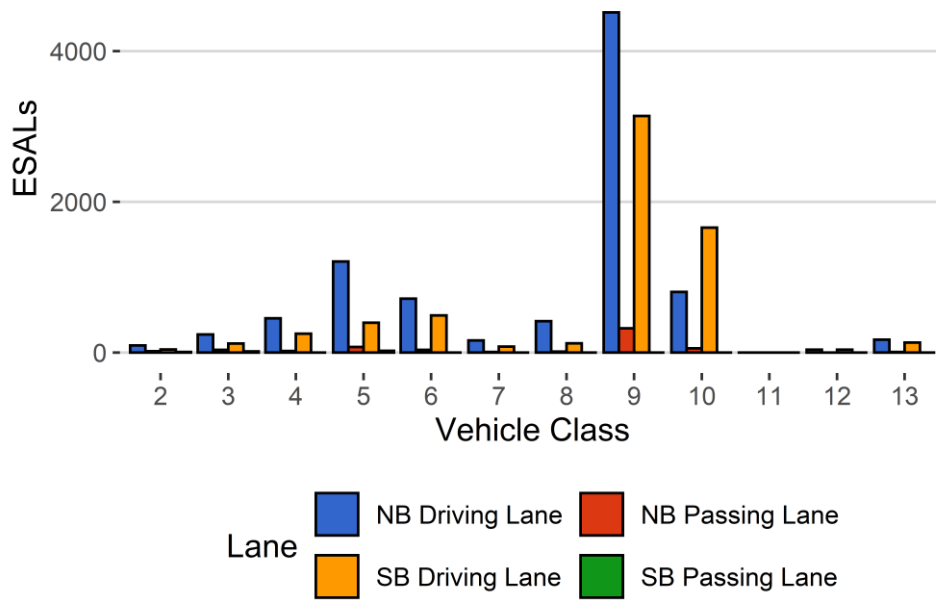


Figure 13 - ESALs by Class

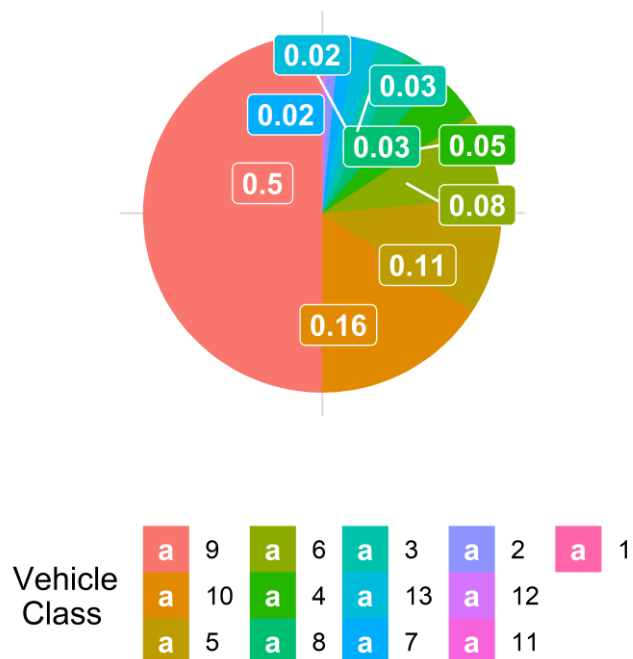


Table 1 Class 9 Front Axle Weight by Lane

<i>Month</i>	<i>Lane 1 (Kips)</i>	<i>Front Axle +/- 9%</i>	<i>Lane 2 (Kips)</i>	<i>Front Axle +/- 9%</i>	<i>Lane 3 (Kips)</i>	<i>Front Axle +/- 9%</i>	<i>Lane 4 (kips)</i>	<i>Front Axle +/- 9%</i>
February 2017	11.62	0.00	12.12	0.00	10.33	0.00	11.31	0.00
March 2017	11.10	-4.45	12.82	5.74	10.14	-1.83	11.11	-1.71
June 2017	11.19	-3.68	14.31	18.03	10.08	-2.40	10.88	-3.75
July 2017	11.23	-3.35	13.99	15.41	9.95	-3.68	10.93	-3.36
August 2017	11.23	-3.36	13.99	15.43	10.09	-2.35	10.89	-3.73
October 2017	12.32	6.06	11.40	-5.91	10.91	5.55	11.21	-0.85
November 2017	12.49	7.54	11.46	-5.46	10.99	6.32	11.28	-0.25
December 2017	12.60	8.45	11.72	-3.32	10.92	5.69	11.14	-1.52
January 2018	12.53	7.84	11.50	-5.10	10.83	4.84	11.45	1.24
February 2018	12.47	7.38	11.59	-4.37	10.92	5.64	11.87	4.95
March 2018	12.41	6.87	11.61	-4.25	11.28	9.19	12.01	6.26
April 2018	12.34	6.25	11.49	-5.19	11.21	8.47	11.90	5.24
May 2018	12.25	5.47	11.30	-6.81	10.64	3.00	11.12	-1.61
June 2018	12.25	5.47	11.42	-5.75	10.67	3.24	11.08	-1.97
July 2018	12.31	5.98	11.54	-4.83	10.78	4.29	11.09	-1.94
August 2018	12.39	6.70	11.65	-3.85	10.72	3.72	11.09	-1.88
September 2018	12.43	6.97	11.60	-4.27	10.83	4.82	11.03	-2.48
October 2018	12.61	8.58	11.67	-3.76	10.81	4.59	11.25	-0.51
November 2018	12.73	9.56	11.59	-4.38	11.04	6.84	11.17	-1.18
December 2018	12.77	9.97	11.49	-5.17	11.06	7.06	11.19	-1.00
January 2019	12.83	10.40	11.94	-1.52	11.04	6.85	11.16	-1.34
February 2019	13.35	14.96	11.62	-4.10	9.99	-3.32	11.54	2.04
March 2019	13.12	12.94	11.81	-2.59	9.92	-4.00	11.82	4.50
April 2019	13.11	12.87	11.99	-1.04	10.01	-3.11	12.13	7.29
May 2019	12.97	11.61	11.77	-2.87	NA	NA	11.58	2.38

June 2019	13.01	11.96	12.08	-0.36	NA	NA	11.40	0.80
July 2019	13.04	12.26	11.93	-1.59	NA	NA	11.43	1.09
August 2019	13.22	13.76	12.02	-0.80	NA	NA	11.47	1.44

Table 2 Vehicle Classification Data

<i>Vehicle Class</i>	<i>Monthly Average Daily Volume</i>	<i>Monthly Total Volume</i>	<i>Monthly Total Volume Percentage</i>	<i>Monthly Total Overweight Vehicles</i>	<i>Monthly Total Overweight Percentage</i>
1	6	187	0.1	0	0
2	7360	228173	61.4	0	0
3	3995	123846	33.3	0	0
4	44	1374	0.4	130	4.4
5	281	8699	2.3	194	6.5
6	39	1206	0.3	215	7.2
7	5	156	0	93	3.1
8	44	1360	0.4	64	2.1
9	173	5371	1.4	1572	52.7
10	36	1121	0.3	645	21.6
11	4	117	0	0	0
12	1	40	0	18	0.6
13	2	65	0	54	1.8
TOTAL	11991	371714	100	2985	100

Table 3 Top 10 Gross Vehicle Weight, Class 9 and 10

<i>Date</i>	<i>Day of Week</i>	<i>Time</i>	<i>Vehicle Class</i>	<i>Direction</i>	<i>Lane</i>	<i>GVW (lbs)</i>
2019-08-30	Friday	10:54:03	10	SB	4	124.06
2019-08-16	Friday	06:32:04	10	NB	1	118.27
2019-08-27	Tuesday	04:52:03	10	SB	4	118.07
2019-08-14	Wednesday	07:57:02	10	NB	1	117.76
2019-08-23	Friday	19:27:06	10	NB	1	117.38
2019-08-23	Friday	04:31:59	10	SB	4	116.66
2019-08-28	Wednesday	04:56:31	10	SB	4	114.34
2019-08-21	Wednesday	09:59:49	10	SB	4	114.23
2019-08-02	Friday	07:13:56	10	NB	1	114.21
2019-08-12	Monday	10:31:06	10	SB	4	114.19

Table 4 Freight Summary

<i>Vehicle Class</i>	<i>Direction</i>	<i>Weight of Empty Vehicle (Kips)</i>	<i>Total Number of Vehicles</i>	<i>Number of Empty Vehicles</i>	<i>Percentage of Empty Vehicles</i>	<i>Total Weight of Vehicles with Freight (Kips)</i>	<i>Total Weight of Empty Vehicles (Kips)</i>	<i>Total Weight of Freight (Tons)</i>
4	NB	15	809	42	5.2	21747	575	5121
5	NB	8	5138	60	1.2	77671	447	18523
6	NB	19	564	4	0.7	22850	58	6105
7	NB	11.5	98	0	0	6368	0	2620
8	NB	31	767	472	61.5	12821	8207	1838
9	NB	33	2706	93	3.4	166226	2875	39999
10	NB	33.5	541	21	3.9	34988	606	8784
11	NB	36.5	55	55	100	0	1237	0
12	NB	36.5	17	5	29.4	963	137	263
13	NB	31.5	33	0	0	3745	0	1353
TOTAL	****	****	10728	752	****	347378	****	84605
<i>Vehicle Class</i>	<i>Direction</i>	<i>Weight of Empty Vehicle (Kips)</i>	<i>Total Number of Vehicles</i>	<i>Number of Empty Vehicles</i>	<i>Percentage of Empty Vehicles</i>	<i>Total Weight of Vehicles with Freight (Kips)</i>	<i>Total Weight of Empty Vehicles (Kips)</i>	<i>Total Weight of Freight (Tons)</i>
4	SB	15	545	112	20.6	12119	1438	2812
5	SB	8	3437	729	21.2	38992	5155	8664
6	SB	19	625	33	5.3	20311	564	4531
7	SB	11.5	56	0	0	2788	0	1072
8	SB	31	574	469	81.7	3920	8996	333
9	SB	33	2588	823	31.8	115226	22134	28490
10	SB	33.5	564	48	8.5	46838	1358	14776
11	SB	36.5	60	60	100	0	1138	0
12	SB	36.5	22	3	13.6	1441	84	374
13	SB	31.5	31	0	0	3314	0	1169
TOTAL	****	****	8502	2277	****	244948	****	62221
GRAND TOTAL	****	****	19230	3029	488	592326	55010	146826

Table 5 Gross Vehicle Weight by Class and Lane

<i>Vehicle Class</i>	<i>NB Driving Lane</i>	<i>NB Passing Lane</i>	<i>SB Passing Lane</i>	<i>SB Driving Lane</i>	<i>Total</i>	<i>Percentage</i>
1	70	22	13	132	237	0
2	448690	109071	88958	355773	1002491	39.8
3	395691	80222	63994	330336	870244	34.5
4	20934	1388	0	13557	35879	1.4
5	71672	6446	4676	39470	122264	4.9
6	21450	1458	0	20875	43783	1.7
7	6027	341	0	2788	9156	0.4
8	19661	1367	0	12916	33944	1.3
9	156709	12392	0	137360	306461	12.2
10	32672	2922	0	48196	83790	3.3
11	1157	79	0	1138	2375	0.1
12	1100	0	0	1525	2625	0.1
13	3498	247	0	3314	7058	0.3
TOTAL	1179331	215955	157641	967381	2520309	100
GVW/LANE	46.79	8.57	6.25	38.38	100	0

Table 6 ESALs by Class and Lane and Flexible ESAL Factors

<i>Vehicle Class</i>	<i>NB Driving Lane</i>	<i>NB Passing Lane</i>	<i>SB Passing Lane</i>	<i>SB Driving Lane</i>	<i>Total</i>	<i>Percentage</i>	<i>Flexible ESAL Factor</i>
1	0	0	0	0	0	0	0.0054
2	96	18	9	41	164	1.03	0.0015
3	242	36	16	121	415	2.6	0.0068
4	456	21	0	251	728	4.56	1.08
5	1208	76	23	396	1703	10.67	0.4
6	715	38	0	494	1247	7.81	2.1
7	162	10	0	81	253	1.59	3.2
8	418	13	0	125	556	3.48	0.83
9	4513	322	0	3138	7973	49.97	3.02
10	806	58	0	1659	2524	15.81	4.55
11	2	0	0	1	3	0.02	0.13
12	39	0	0	40	79	0.5	3.35
13	171	9	0	133	314	1.97	8.34
TOTAL	8827	602	48	6480	15957	100	27
ESALS/LANE	55.3	3.8	0.3	40.6	100	-	-

Table 7 Site Summary: Volume and Vehicle Class

<i>Month</i>	<i>Total Volume</i>	<i>Monthly ADT</i>	<i>Monthly HCAD T</i>	<i>Passenger Vehicles</i>	<i>Passenger Vehicles %</i>	<i>Heavy Commercial Vehicles</i>	<i>Heavy Commercial Vehicles %</i>	<i>Heavy Commercial Vehicles in Driving Lane %</i>	<i>Heavy Commercial Vehicles in Passing Lane %</i>
Sep 2018	313915	10464	604	295806	94.2	18109.5	5.8	90.9	9.1
Oct 2018	288734	9314	557	271460	94	17274.5	6	91.5	8.5
Nov 2018	213943	7131	471	199800	93.4	14142.7	6.6	92.7	7.3
Dec 2018	202323	6977	389	190274	94	12049.2	6	93.6	6.4
Jan 2019	203082	6551	412	190300	93.7	12782.5	6.3	96.2	3.8
Feb 2019	184458	6588	402	173210	93.9	11247.6	6.1	91	9
Mar 2019	222183	7167	470	207616	93.4	14566.8	6.6	92.9	7.1
Apr 2019	213284	7109	424	200549	94	12734.7	6	93.5	6.5
May 2019	274445	8601	515	258492	94.2	15952.7	5.8	93.9	6.1
Jun 2019	311618	10387	579	294255	94.4	17363.2	5.6	93.6	6.4
Jul 2019	356490	11558	613	337476	94.7	19014.3	5.3	92.9	7.1
Aug 2019	371714	11905	629	352205	94.8	19508.8	5.2	93.1	6.9
TOTAL	3156189	-	-	2971443	-	184746	-	-	-
AVERAGE	263016	8646	505	247620	94	15396	6	93	7

###ESALs

<i>Month</i>	<i>ESALS NB Passing Lane</i>	<i>ESALS NB Driving Lane</i>	<i>ESALS SB Driving Lane</i>	<i>ESALS SB Passing Lane</i>	<i>Total ESALS</i>	<i>Driving Lane ESALS %</i>	<i>Passing Lane ESALS %</i>	<i>Pavement Life Decrease Months</i>
Sep 2018	7125	574	424	5493	13615	93	7	31.5
Oct 2018	7067	554	340	6223	14184	94	6	31.9
Nov 2018	6376	331	315	5768	12790	95	5	48.1
Dec 2018	5978	281	7355	5121	18736	59	41	85.7
Jan 2019	6348	398	15	5011	11772	96	4	64.8

Feb 2019	2855	313	24397	6316	33880	27	73	7.8
Mar 2019	6210	276	7776	7820	22080	64	36	95.1
Apr 2019	5158	248	118	5495	11019	97	3	46.4
May 2019	6651	375	39	5840	12906	97	3	30.5
Jun 2019	15762	1045	78	10706	27592	96	4	30.7
Jul 2019	8778	606	54	5816	15254	96	4	35.5
Aug 2019	8996	606	51	6492	16146	96	4	41.2
TOTAL	87305	5606	40962	76102	209974	-	-	-
AVERAGE	7275	467	3414	6342	17498	84	16	46

###Gross Vehicle Weight

<i>Month</i>	<i>GVW NB Passing Lane</i>	<i>GVW NB Driving Lane</i>	<i>GVW SB Passing Lane</i>	<i>GVW SB Driving Lane</i>	<i>Total GVW Kips</i>
Sep 18	928245	167946	179934	843547	2119672
Oct 18	874341	151885	156271	815285	1997782
Nov 18	703774	103950	86051	644760	1538536
Dec 18	685139	100086	67487	606959	1459670
Jan 19	682176	85152	31467	619015	1417811
Feb 19	523242	76780	67109	602583	1269714
Mar 19	756964	97404	91231	710157	1655755
Apr 19	699507	92039	78224	627597	1497367
May 19	898098	146399	99456	755605	1899557
Jun 19	2008556	353513	251596	1652087	4265752
Jul 19	1126610	208417	157710	915089	2407827
Aug 19	1182385	216132	157794	967889	2524200
TOTAL	11069038	1799704	1424329	9760572	24053644
AVERAGE	922420	149975	118694	813381	2004470

###Overweight Vehicles

<i>Month</i>	<i>Total Number of Overweight Vehicles</i>	<i>Overweight / Total Volume</i>	<i>Overweight / Heavy Commercial Volume</i>	<i>Number Over 88,000 lbs</i>	<i>Number Over 98,000 lbs</i>
Sep 2018	2546	0.8	14.1	934	286
Oct 2018	2727	0.9	15.8	1007	305
Nov 2018	2379	1.1	16.9	1102	355
Dec 2018	2093	1	16.5	1147	489
Jan 2019	2132	1.1	16	1062	401
Feb 2019	1870	1.1	16.9	1060	553
Mar 2019	2748	1.3	18.9	1486	736
Apr 2019	2116	1	16.7	764	241
May 2019	2475	0.9	15.6	829	170

Jun 2019	5196	0.8	15	1414	468
Jul 2019	2973	0.8	15.7	999	370
Aug 2019	3022	0.8	15.6	1116	414
TOTAL	32277	-	-	12920	4788
AVERAGE	2689.8	1	16.1	1076.7	399

###Freight

<i>Month</i>	<i>NB Freight Tons</i>	<i>SB Freight Tons</i>	<i>Total Freight</i>	<i>NB Freight %</i>	<i>SB Freight %</i>
Sep 2018	75479	60417	135896	55.5	44.5
Oct 2018	71194	66929	138122	51.5	48.5
Nov 2018	59228	61355	120584	49.1	50.9
Dec 2018	53907	52938	106845	50.5	49.5
Jan 2019	57703	52459	110162	52.4	47.6
Feb 2019	29089	60935	90023	32.3	67.7
Mar 2019	57188	75044	132232	43.2	56.8
Apr 2019	49952	53049	103001	48.5	51.5
May 2019	64933	57952	122885	52.8	47.2
Jun 2019	148605	106963	255569	58.1	41.9
Jul 2019	86633	56847	143480	60.4	39.6
Aug 2019	84605	62221	146826	57.6	42.4
TOTAL	838518	767108	1605625	-	-
AVERAGE	69876.5	63925.6	133802.1	51	49